Palmetto AVIATION

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Commission approves funds for 4 airports

The S.C. Aeronautics Commission approved funds for several capital improvement projects at its November meeting, including $40,000 for a terminal building at the Laurens County Aiport.

The Laurens terminal will be built entirely with state and county money. Laurens County Council last month approved $40,000 to match the state appropriation. Later, the county would like to lengthen the runway and build a hangar on the field.

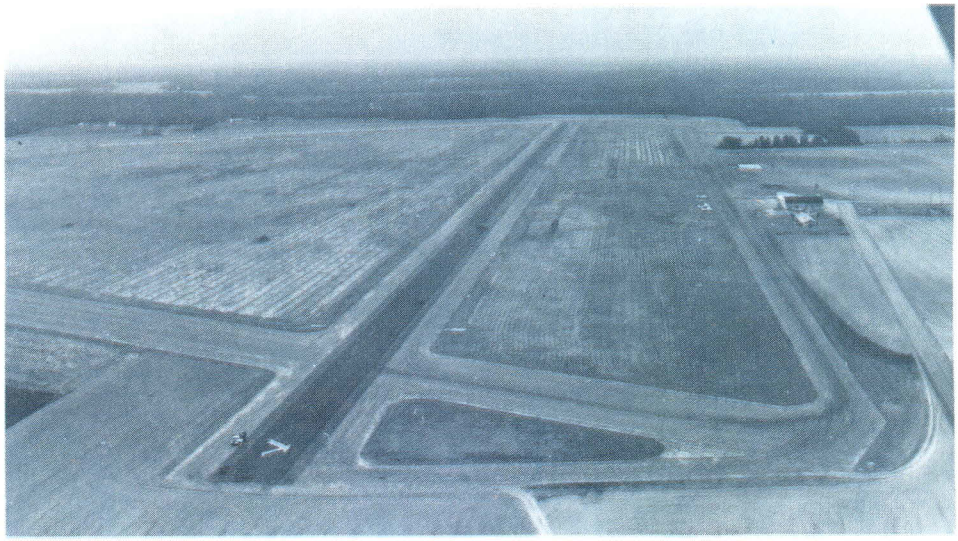
The Commission also approved $34,800 for the Loris Airport to clear a 500 foot runway extension. Horry County is also putting in a like amount for the project. The runway is presently 3,000 feet and has trees at one end. The clearing project will make a much safer approach at Loris.

A rotating beacon and approach slope indicators (VASI's) will be purchased and installed at the Dorchester County Airport. The Commission approved $3,700 and the county will fund the other half of the $7,400 project.

The Commission also approved $7,253 as the state share of an obstruction clearing project at Cheraw Airport.

Darlington Overlay

Runway 5-23 at Darlington County Airport is getting a new coat of asphalt in a $250,000 resurfacing project funded by the South Carolina Aeronautics Commission and Darlington County, each funding 50 percent. The 5,000 foot WWII runway is being overlaid to a width of 75 feet. Plans also call for Medium Intensity Runway Lights (MIRLS), an expanded apron area and a new terminal building. (SCAC photo).



Twenty-two year old Hilton Head Flight Instructor survives night in Port Royal Sound after ditching, page 5.

PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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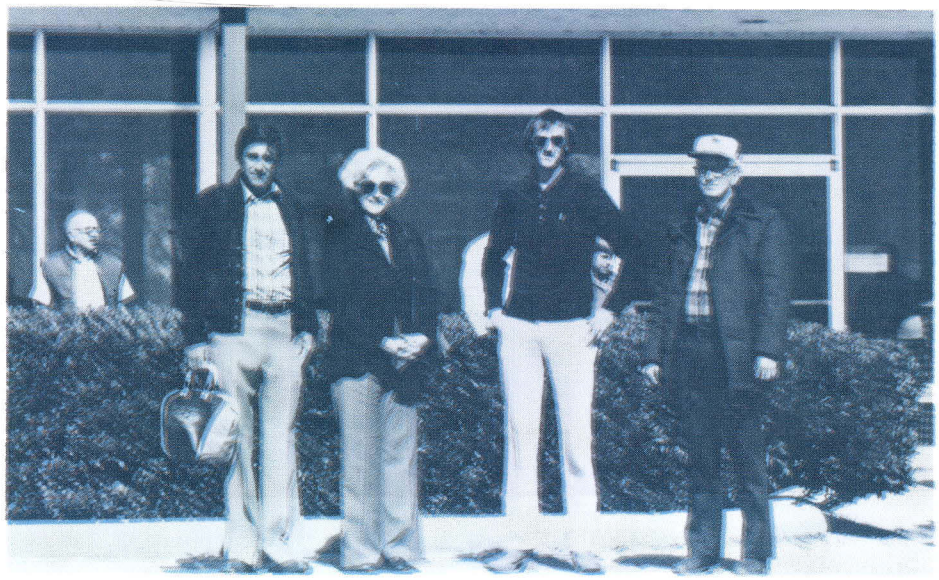
Breakfast Club

Officers of the South Carolina Breakfast Club will hold their positions for another year.

A small group met in Orangeburg Oct. 25 for the annual meeting and election of officers, but since there weren't many present, it was suggested by Bill Hawkins and agreed to by those present that the officers should remain as they are for another year.

The Breakfast Club will meet at the following locations in January and February:

Jan. 10	**N. Myrtle Beach, Phillips 66 Ramp** *(Breakfast at Don's Pancake House)*
Jan. 24	**Sumter Airport**
Feb. 7	**Daniel Field, Augusta, Ga.**
Feb. 21	**Dillon Airport**



Breakfast Club Officers

Breakfast club officers who will serve for another year are, left to right, Gerald Ballard, president; Anne Hawkins, secretary-treasurer; David Oswalt, mid state vice president; Fred Powell, upper state vice president. Absent when picture was taken was Rudy Branhan, lower state vice president and Coy Derrick, historian.

Use radio at closed towers

The FAA reminds pilots operating at airports where a tower has been temporarily closed and where there is no Flight Service Station, that the tower frequency should be used for self announced traffic purposes.

For procedures purposes, these temporarily closed towers should be considered the same as part time towers closed.

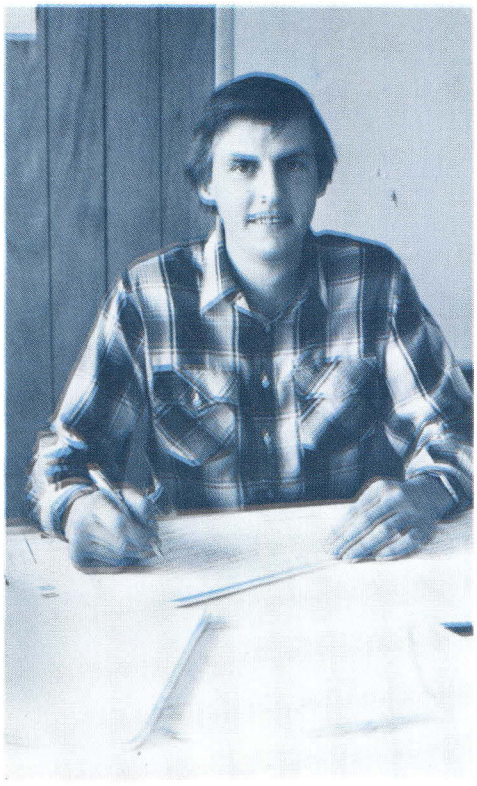
Spartanburg and North Myrtle Beach Traffic Control Towers have been closed in South Carolina until the controller situation can be stabilized.

Airplanes in needlwork

A unique Christmas gift idea for your wife or girlfriend who flies or who is into needlework are airplane graphs suitable for cross-stitch or needlepoint work.

The graphs are $2 and $3 and include antiques and classics such as the Taylorcraft, Stinson, and Cub; contemporary models like the Cessna 150, Cherokee 180 and Bonanza V35; warbirds like the P-51 and aerobatic types like the Pitts and Christen Eagle.

For a price list and order form, write Airshows and Rainbows, P.O. Box 10723, Southport, N.C. 28461.



John Floyd, left, and Paul Werts, Commission Planners will be visiting airports to gather data in the next few months.

Commission Planners begin new round of airport visits

Planners from the Commission have begun a new round of airport visits as part of the 1981-82 5010 program and state systems plan update.

During the next several months, the planners will inspect 50 airports to get information for the 5010's and to update the agency's system plan.

The 5010 form, or airport master record, is used by the FAA as a means of keeping tabs on changes at various airports. Information on the 5010's is used to issue NOTAMS, used to compile the Airport Facility Directory and used by the various Flight Service Stations to brief pilots on airport conditions and services available.

Planners John Floyd and Paul Werts will interview everyone that provides a service on the airport so as to have a complete picture of airport facilities.

The planners will also check to see that each airport has the proper approach slope.

"We'll be using transits or hand levels for checking all approaches," Werts said, "and we'll be able to tell if objects are encroaching in air space.

In past years, 5010 inspections were done by the FAA's Atlanta Regional Office. This is the third year that the Aeronautics Commission is doing the 5010's under an FAA contract.

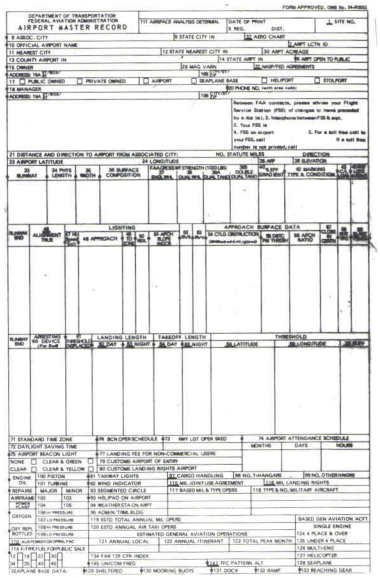
During the next 12 months, the planners will also be inspecting all airports open to the public to update the state airport systems plan.

Information obtained during the visits will be input into the Commission's computerized airport file. The comprehensive listing contains all airport characteristics including runway condition, lighting, managers and services provided, facilities and based aircraft, to name a few.

"We must get a list of the numbers of all based aircraft on the field," Werts said. We use it for planning purposes and to keep up with the growth of the airport," he said.

In the past, Floyd and Werts have found many people who run the airports don't want to cooperate in giving N-numbers. "We wish they would be a little more cooperate in answering our questions," Werts said. "It would sure make our job a lot easier."

The planners point out that the Airport date in the systems plan is public record and available to anyone who wishes to look at it.



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRPORT MASTER RECORD

5010 form

EAA fly-in draws 400 aircraft

The annual EAA Chapter 3 fall fly-in at Camden was the biggest in recent years, according to president Bill Hawkins with hundreds of hobbyists attending and 400 airplanes on display.

"We had people from all over," Hawkins said. "I can't imagine where they all came from." The fly-in was held October 16-18, Friday through Sunday.

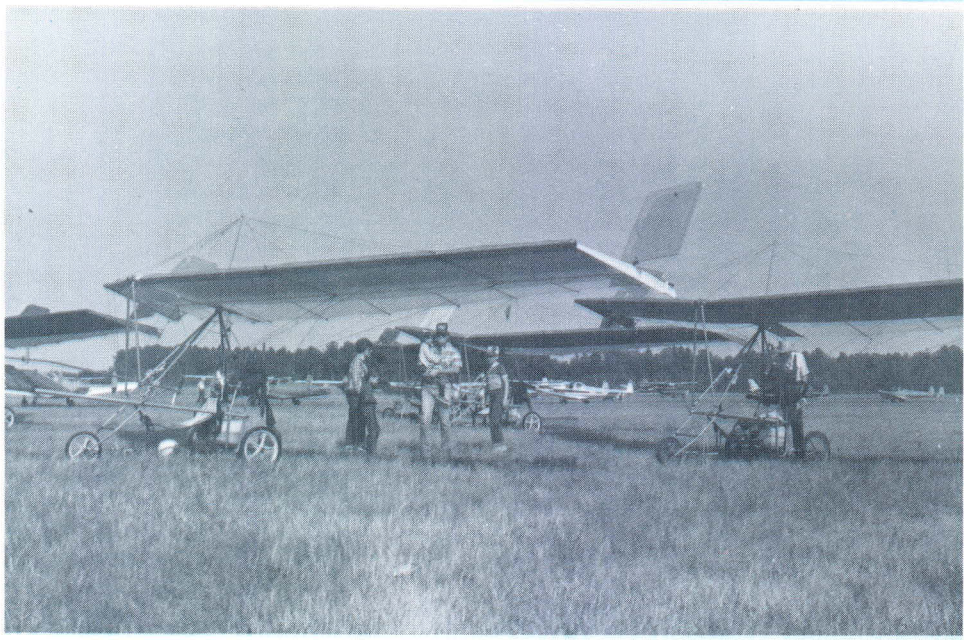
Chapter 3 is an antiques and classics chapter with members from the Carolinas and Virginia, but the fly-in was open to all. In addition to lovingly restored classics, there were WWII warbirds, modern homebuilts with canard wings, ultralights and rotorcraft as well as conventional tri-gear aircraft at the fly-in.

Aircraft entering the competition were judged by Oshkosh rules according to a point system. Winner of the overall competition this year was a yellow navy N3N from Stone Mountain, Ga.

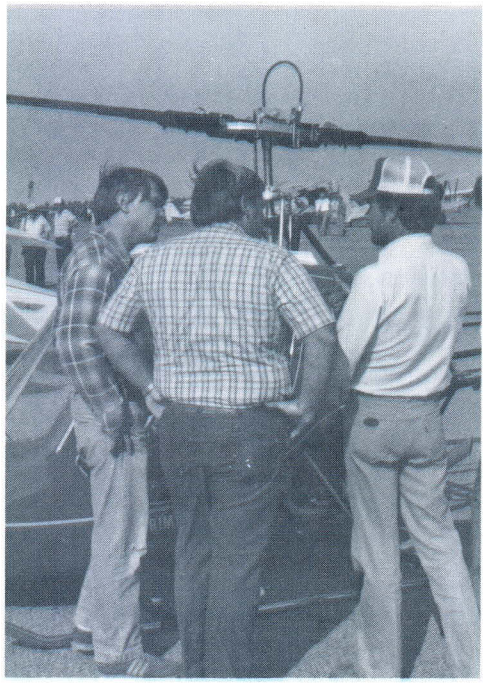
Hawkins said 240 people attended the banquet Saturday night at the Camden Shrine Club. The banquet speaker was Capt. Terry Lutz, an Air Force test pilot who sometimes flies t-38 chase for the space shuttle missions.

"He did a super job talking about the space program," Hawkins said. After the banquet, everyone moved to the Holiday Inn to see a movie.

Hawkins said Camden is now the permanent site for Chapter III's fall fly-in and planning for next year's event is already underway.



Aeronautics Commission Photos



Hilton Head flight instructor survives 7 hours in water

When 22-year old Kathy Maready left a scuba-diving lesson in Beaufort on Thanksgiving night, she never thought she would be fighting for her life in the cold, dark waters of Port Royal Sound.

But that's what she did, enduring seven hours in the 60-degree water on sheer will power after the engine on her Cessna 152 quit at 1,000 feet, leaving her no options.

She had no idea she could swim for seven hours in the cold water. "I could hardly get from one end of the pool to the other before," she said. "The only explanation is the will to survive."

Kathy, a flight instructor at Ginn Air Service on Hilton Head, left the airport at Lady's Island after her lesson for what she expected would be a 10 minute flight across the sound to Hilton Head.

Six minutes after takeoff, about 10 p.m., she experienced engine failure. "There was no indication of trouble until it stopped," she said. "I tried to restart it and got nothing."

"There was no time to radio for help," she said. "When the engine fails the first thing to do is take care of the plane.

"So I just tried to get set for a 'plop' into the water instead of a crash."

Looking back on the emergency, Kathy called it a textbook landing, the kind she recommends to her students.

When the aircraft hit the water, it settled fast.

She tried to grab her scuba fins in the back of the plane but the tail was already under water. "I saw the rotating beacon go into the water and I had the most awful, dreadful feeling I've ever had," she said.

She had planned to hold onto the plane a few minutes to get her bearings and figure out what to do next, but there was no time. Water was lapping at the windshield and washing into the cockpit when Kathy opened the door and slid into the cold, salt water.

"I saw the rotating beacon go into the water and I had the most awful, dreadful feeling I've ever had."

"I tasted gasoline in the water. I was scared and didn't know what to do.

"I knew if I swam to the right or to the left, I'd reach land. First I started right, and then it looked further away, so I turned around and started swimming to my left. I couldn't estimate how far it was."

Lying on her back kicking, Kathy watched the Little Dipper and Orion's belt move across the sky as the night wore on. Navigating as best she could, she tried to stay parallel to the handle of the Dipper.

Remembering a lesson from scuba classes — that a lot of the body's heat is lost through the head — she used the breast stroke, head up, a great deal of the time.

Another lesson from Whitney Lewis, instructor for Palmetto Scuba of Beaufort, boosted her confidence. Only hours before he had taught her to retrieve scuba gear without any air, giving her practice in abandoning her equipment and then swimming after it.

"I thought about that, and it helped," she said.

It didn't take long for Kathy's strokes to get slower and slower. "My muscles just wanted to stop, I could hardly keep going. I had to keep telling my arms and legs to keep on moving."

"My muscles just wanted to stop, I could hardly keep going. I had to keep telling my arms and legs to keep on moving."

Somewhere, Kathy came upon a sandbar shallow enough to stand on, but her legs were too weak to support her. Crawling along the bar, in the dark, she crawled out into deep water again.

"I thought that was the end," she said. "But I wasn't ready to quit. I kept on stroking and cussing and praying and laughing and crying.

"It's strange how many emotions came over me out in the middle of that water."

Just as the sky in the east began to lighten, the cold and exhausted swimmer reached an oyster bank on the edge of Pinckney Island, rolled up on it and vomited. She tried to walk, but her legs wobbled and gave way. So she lay there shivering.

Later in the morning she found a coat washed up in the marsh and, pulling it around herself, began trying to signal shrimp boats in the sound. Unsuccessful there, she turned to Pinckney Island, screaming and waving.

Frank Gregory, superintendent for Austin Construction Co. and Gary Heet, manager of the Pinckney Island Wildlife Refuge, saw the incredible figure, came to her and called an ambulance. Carolyn Heet served her hot soup.

Kathy's body temperature and blood pressure had dropped to dangerous levels. She was taken immediately to the hospital. There she was rubbed, warmed, medicated and given intravenous glucose. She slept for hours.

This has been a Thanksgiving that Kathy won't soon forget "I'm so happy to be alive," she said. "It's wonderful to be living. Just the taste of jello was terrific.

It's not likely that anyone will ever know what happened to cause the engine of the Cessna to suddenly quit. Even if the aircraft could be located, it would be quite expensive to pull it from 30 or more feet of water and if it was recovered, salt water will have eaten away many of the magnesium engine parts, making a determination very difficult.

Sharing the skies with helicopters

By Lt Tom Farrier, 703 TASS
Shaw Air Force Base

As most of you who are reading this article probably know, South Carolina has a pretty heavy concentration of military installations within its borders, and several others within a few air miles of the state line on all sides. As a locally based pilot, I'd like to give you a "heads up" as to what those of us in the slow-moving world are doing in our common airspace, how to recognize and avoid us, and how to operate safely around us.

First, let's consider my unit, which flies heavy helicopters (the "Jolly Green Giant", to be exact). We usually can be found flying local training missions anytime between 8:30 in the morning to sunset, five days a week. Our main practice areas are concentrated in the region bounded by Interstate 20 to the north, Interstate 95 to the east, and Interstate 26 to the southwest. You may see helicopters very similar to ours doing a lot of flying from I-95 on over to the ocean; they're from an Aerospace Rescue and Recovery Service unit which works out of Myrtle Beach Air Force Base.

Lighter helicopters, affiliated with the Army National Guard and Reserves, fly into and out of Columbia Metropolitan Airport and McEntire Air National Guard Base on a regular basis. Those flying medical evacuation (MEDEVAC) and military assistance to safety and traffic (MAST) missions often to and from Florence and Augusta, and they frequently land at Richland County's hospital in northern Columbia as well. In addition, Army helicopters fly into Fort Jackson (east of Columbia) routinely, and there is significant Army aviation activity west and north of Savannah which is associated with Fort Stewart, Georgia. Add to these the frequent north-south traffic of Marine helicopters travelling between Jacksonville, Beaufort, and Cherry Point, as well as the huge number of Army helicopters in the Fort Bragg (Fayetteville) area, and you can see that, if you haven't seen a helicopter in flight yet, it's only a matter of time.

SEEING us to avoid us is a whole problem in itself. Helicopters have a habit of working at low altitude most of the time. . . generally between 500-1000' AGL, sometimes lower in approved areas. Down there, unless you're a crop duster, we shouldn't be too much of a factor for you. Still, there are times when our envelopes will overlap, for one reason or another, and you may have some trouble picking us out.

Most pilots will first catch sight of another aircraft by picking up its movement through the sky. The faster the movement (to the pilot), the more easily the target is acquired. You can't count on that cue for a helicopter, though. We fly at many different speeds, depending on type and capability. We may be as slow as 70 knots, or as much as 200 knots. Also, our movement through the sky isn't as predictable as that of a fixed-wing aircraft. We can make relatively sudden stops and hand motionless in the air, we can dive and dash, we can pop up... and depending on what the pilot is doing, he may do any of those types of maneuvers at any time during his flight. For example, slowing and descending doesn't necessarily mean the helicopter is preparing to land; its crew may be searching for something. A sudden climb may not indicate an intent to stay high and cruise; the crew may have been too low to make radio contact with a controlling agency. (Incidentally, don't count on hearing us, either. We usually work on UHF frequencies when talking to approach controls and towers. If the controller is "simulcasting" on UHF and VHF, you may hear us referred to from time to time, but you may not hear us answering.)

In addition to being slow and low, we're also camouglaged. This helps us to stay alive in wartime, but it makes us even more of a potential hazard in high-volume flying environment. Your best visual cues will probably come from momentary flashes of sunlight from our "bubbles" (the cockpit canopy and windshield), and from our main rotor blades as we maneuver laterally and vertically. If you're anywhere near any of the facilities mentioned above, keep your head on a swivel and LOOK for us actively. Our visibility is often pretty restricted above us and to the rear, and the smaller aircraft usually have fewer scanners who can be looking for *you*.

I'd like to raise one other important part of the helicopter/fixed-wing relationship; working and taxiing in the vicinity of a helicopter that has its rotors engaged (turning). Keep in mind two important facts:

- **Helicopters create dangerous turbulence.** The "rotor wash" of a helicopter consists of the same kind of vortices that trail behind an aircraft's wing tips, as well as a downwash which is present any time the helicopter is hovering or ground-taxiing. United highwing planes are the most susceptible to damage from the rotor wash of nearby helicopters, but even light twins can be blown over quite easily under certain conditions. *Never* taxi any less than 150 feet from an operating helicopter, and stay at least 300 feet away from one which is hovering or taxiing.
- **A helicopter's main and tail rotor blades are deadly when turning.** A small helo's main rotor blades may clear the ground by less than six feet (possibly even lower if it's parked on a slope), and its tail rotor may be waist-high. *Always* approach a helicopter from the front; most of the time the pilot occupies the *right* seat, so look to that person first for clearance to come under the rotors. Wear eye protection if you have it, and walk... don't run.

Remember where we may be, remember how to scan for us, and remember to be safe around *any* helicopter. We'd always rather talk *to* you in the FBO's lounge than *about* you in the officer's club!

Rock Hill crash takes two lives

Rick Springer, the FBO at Rock Hill Airport, and Ron Hargett were killed Tuesday, Dec. 1 when a Cessna 210 owned by Hargett crashed shortly after takeoff from Rock Hill Airport.

Springer had filed an IFR flight plan to Myrtle Beach. They departed Runway 19 at 6:10 p.m. Charlotte was reporting 200 feet, one and a half miles visibility with light rain and fog.

A witness at the airport saw the Cessna take off and enter the overcast. No one saw the crash but the same witness, who had walked into the hangar, heard the crash. He ran outside and saw a fireball. Both Springer and Hargett were dead when he got to the site, about three miles away.

NTBS investigators believe the aircraft went out of control shortly after take off. They will look carefully at the gyros and the aircraft vacuum system. The airplane was under high power at the time of the crash.

Hints to help ease FSS overload given

The National Association of Air Traffic Specialists (NAATS) reports that the increased number of aircraft now flying VFR, as a result of the PATCO walkout, is threatening to overload the air traffic control specialists that man the nation's FAA Flight Service Stations (FSS's).

The new General Aviation Reservation (GAR) plan will burden FSS personnel even further. Under the plan flight service controllers are required to control, through quotas, the number of instrument clearances issued during a given period of time.

Unlike the Air Route Traffic Control Center whose workload is now being computer controlled to avoid overloads, Flight Service Stations face growing demands from pilots for weather and flight plans — many of them now forced to go VFR. This overload is the principle reason that pilots are having trouble reaching briefers for filing flight plans or getting weather briefings, winds aloft data and other pertinent information. The GAR plan will cause more delays.

The increased workload is complicated by mandated staffing ceiling of 5,000 people established five years ago and still in effect. During the past five years, air traffic has increased nearly 10 per cent annually.

According to NAATS President Larry Cushing, the mandated ceiling of 5,000 people (including secretaries, janitors, etc.) has never been reached. "Currently, the Flight Service Stations operate with an approximate total of 4,700 people," he commented. Cushing's group has a record of avoiding job action.

"We feel we will suffer even greater reductions due to proposed government cutbacks in personnel," he said.

However, pilots can help relieve the overtaxed systems problems.

NAATS suggests five helpful rules. First, if the phone number of the local Flight Service is busy, use the appropriate 800 number to call other Flight Service Stations in the region. Some stations are busier than others.

Second, work out your proposed route of flight from point of origin to destination and have it ready before you call. Include your aircraft "N" number.

Third, make a checklist of the facts you need to know from the briefer (i.e. NOTAMS, winds aloft, pilot reports, etc.) before you call.

Fourth, keep your call as brief as possible to give other pilots a chance to obtain adequate briefings and file flight plans.

Fifth, when filing instrument flight plans, try to avoid airspace controlled by the busiest Air Route Traffic Control Centers. File for lower altitudes or plan departures at non-peak hours.

Cushing warns, "When flying IFR this winter, be prepared for more delays."

S.C. CAP Wing rated outstanding

The South Carolina Wing, Civil Air patrol, received an outstanding rating by the Patrol's Middle Eastern Region Headquarters during a recent Disaster Relief Evaluation.

During the exercise Nov. 7, CAP seniors and cadets responded to a variety of disaster relief situations caused by a simulated hurricane which swept through the state.

There were 74 seniors, 48 cadets, 14 corporate aircraft, four private aircraft and 22 ground vehicles taking part in the exercise. Personnel flew a total of 21 missions during 34 flight hours.

Evaluators Lt. Col. Willard F. Townsend and Lt. Col. Paul J. Roberts Jr. found noteworthy the appearance of all members observed and the level of enthusiasm shown during the mission.

An outstanding rating means that the wing's performance or operation far exceeds requirements prescribed in directives; and that the use of leadership, initiative, imagination and ingenuity is evident and that the operation is virtually trouble-free.

The wing also received an excellent rating on a staff supervisory evaluation conducted on Nov. 9

Trenton now Yonce Field

The Edgefield County Council has officially changed the name of Trenton Airport to Yonce Field in honor of Miss Sarah E. Yonce.

The property for the airport had been given by Miss Yonce in 1945 with the provision that it revert to the family if it ceased being used for that purpose.

In October, Miss Yonce removed the revisionary provision giving the county a clear title to the property "to facilitate the airport's further development."

SOUTH CAROLINA
AERONAUTICS COMMISSION
P.O. Drawer 1987
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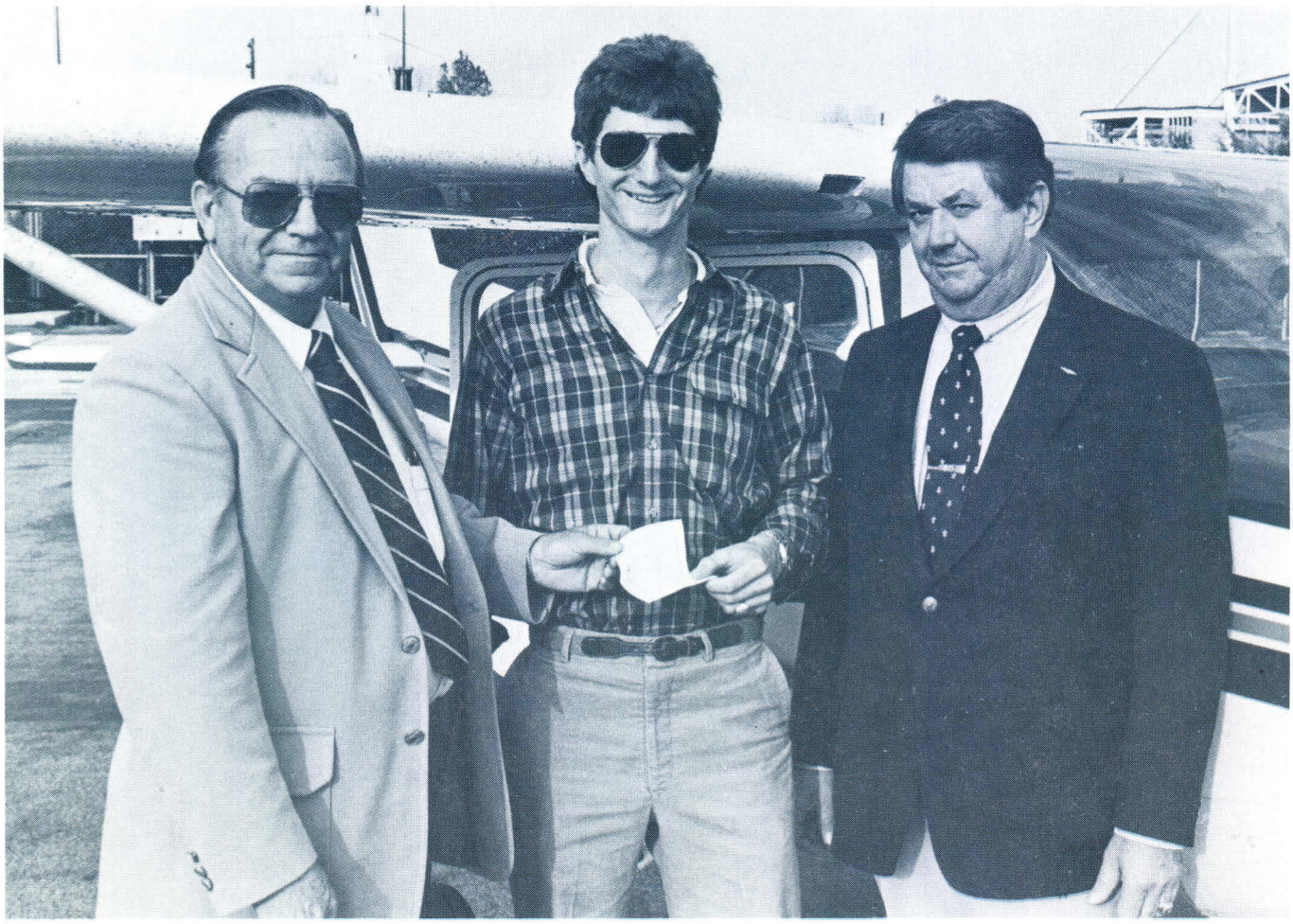

Third generation pilot

John W. Hamilton III, 22, son of the director of the South Carolina Carolina Aeronautics Commission, recently completed the certification requirements for his private pilot's license, following in the footsteps of his father and grandfather. John W. Hamilton Jr. (right) has headed the State Aeronautics Commission since 1974 and is a Commercial, instrument rated pilot. John's Grandfather, an aviation pioneer in the state, soloed in a 40 hp Taylor Cub in 1935. The youngest Hamilton has attended Embry-Riddle Aeronautical University and is looking forward to working on commercial and instrument pilot ratings. Jim Starling (left), FAA inspector with the Columbia General Aviation District Office (GADO), who administered the check ride, called Hamilton, "a promising pilot." (SCAC photo)

Seasons Greetings